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THE TORQUE•TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume VII • Number 6



THE TORQUE·TUBE

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VOL.VII, NO.6 • APRIL 1989

• William E. Olson, Editor •

• 842 Mission Hills Lane, Columbus, Ohio 43235 •

Club News

1989 CLUB MEETS

Bill and Karren Schaeffer (#622) have completed arrangements for a "Western" Club Meet, which they've called the Coastal Classic, to be held in California on the weekend of September 22-24. Bill said he received excellent response to a questionnaire sent to approximately 100 members west of the Continental Divide, and the Schaeffers have put together a fine program at a beautiful and romantic location on the California Coast. This is our first attempt at a California meet, and I hope it will be a success.

Meanwhile, back here in the Rust Belt, or the Land of Corn, Soybeans and Hay Fever, or whatever the Midwest ought to be called, interest in the "Eastern" Meet to be held in Ohio September 14-17 seems to have stalled. In Issue 5 I said that as of February 15 all of 14 people had signed up. Well, as of March 20 exactly the same was true: that is, in the intervening five weeks I received exactly zero registration forms and zero checks. (I did, however, receive two indications of "probable" attendance.) We will have the Eastern Meet with 15 members (including me) if that is all the interest there is going to be. I warn you all, however, that if there is not a turnout substantially greater than 15, it will be, in all likelihood, the last meet to be held in the Midwest. At least, it will be the last one I plan.

I hate to sound negative, but the whole business is a bit discouraging. At our "annual meeting" at the BCA National last year in Flint, everyone was whooping and hollering for Club meets. When it comes down to actually putting one's money where one's mouth is, however, it seems that there is more talk than commitment. Perhaps what you have in mind is a meet with lots of interesting activities that costs five bucks, is held within a mile of your house, and requires no advance decision — i.e. you'll go if it doesn't rain



FOUNDED BY DAVE LEWIS



or if your mother-in-law is visiting that day. Come on, folks, are we serious about this or not? The Schaeffers put a lot of effort into this and so did I. I also put in three or four days of my 1988 vacation. We didn't do it for our health.

I would like to see a real show of interest in, and commitment to, both events within the next 30 days. If you don't have a car ready to bring, or don't want to drive it that far, come anyway. You'll be welcome, I assure you, and you'll enjoy yourself and probably learn something.

An information package and forms for both events are included with this issue. Because of the cost of duplicating and mailing these, they will not be sent again.

THERE WILL BE NO FURTHER BROWBEATING ABOUT THIS: I AM TIRED OF DOING IT. IF YOU COME, YOU'LL BE GLAD YOU DID. IF YOU DON'T THAT WILL BE YOUR LOSS.

NOTE: For the sake of economy, I have divided the U. S. roughly in half at the boundary between Central Time and Rocky Mountain Time, and am sending the West Coast Meet papers to one side and the Eastern (or Midwest) Meet papers to the other. I am likewise not sending any to our overseas members on the theory that the likelihood of their being able to attend is slight and overseas airmail costs are high. Overseas members are of course especially welcome, if any can make it. If you want any meet papers you did not get, please write or call the Editor.

From David Bylsma #117...

**ANOTHER GOOD EVENT —
37/38 BUICK GET TOGETHER: JUNE 3, 1989**

The Buick Owners Of Maryland club, a chapter of the B.C.A., has invited all 37 & 38 Buick owners to bring their cars to the June 3, Buick show at Rea Keech Buick Inc., 8431 Baltimore National Pike, Ellicott City, Maryland. Rea Keech Buick is located on Route 40, between Route - 29 & I-695. The B.O.O.M. club puts on a show at Rea Keech Buick every year, and I think it would be a good place for 37 & 38 Buick owners to get together with their cars.

There will be food and beverages sold, an indoor flea market, and trophies. They will use a Peer Judging format. The B.O.O.M. club said they would give us our own class, just for '37 and '38 Buicks. Rea Keech Buick is located close to shopping malls, The Enchanted Forest (an amusement park for children), Historic Ellicott City Town Center, with Antique & Craft shops. Also close to the B. & O. Railroad Museum, which has a 1937 Buick Limousine that was converted to ride on the railroad tracks.

Registration will be from 9AM to 12PM - Judging from 12PM to 1PM and Awards presented at 2PM. To register - Make checks payable to Buick Owners of Maryland, and return to: David A. Bylsma, 7747 Siden Drive, Hanover, Maryland 21076, (301) 551-7236. Lets show them what our '37 & '38 Buick Club is made of. Pre-Show Registration Fee \$7.00, Registration on Day of Show \$10.00.

Front Cover

Tired of front three-quarter "wedge" shots? Eyeball this 1938 model 41 owned by A. A. ("Tony") Weiss (#647) of Redmond, Washington. From this angle, a Special could be mistaken for something bigger, and the sidemounts add to the big-bucks look. Tony painted the car (Titian Maroon) using Lauren Matley's paint formulas published in The Torque Tube. Very nice.

Back Cover

"Picnic on the Beach -- Sarasota, Florida" is the matter-of-fact title of this jewel of American documentary photography by Marion Post Wolcott. Truly one of the first rank of American woman photographers, equalled in her time only by Margaret Bourke-White and Bernice Abbott, Post Wolcott worked for the Depression-era Farm Security Administration documenting rural poverty in the 1930's. By the decade's end, the FSA had broadened the scope of its project to emphasize more "typical" American people and scenes.

This tableau almost defies my capacity for comment. It is simply priceless: Ein Bild aus eine ruhige Zeit. The car carries a 1940 Ohio license plate, and it's probably early spring, judging by the coats. Across the world, Hitler's armies are overrunning Denmark and the Low Countries, while these worthy citizens sit on the running board of their Buick, inhaling the sea breeze and munching cole slaw. Study each detail: the more one looks, the more priceless this scene becomes. (Photo courtesy of The Library of Congress.)

MORE ON "CLASSICS"

Pat Moyer's article "Getting Down to Cases" in Issue 4 gave us, among other things, a copy of the Classic Car Club of America's official list of "classic" — in their eyes — cars. I thought it might be interesting to compare that to the Antique Auto Club of America's lists of "Specified Classic" and "Specified Prestige" vehicles. The AACA lists, taken from the 1989 Official Judging Manual, appear below.

SPECIFIED CLASSIC VEHICLES (Class 19)

Alfa-Romeo	Invicta
Alvis	Isotta-Fraschini
Auburn 8 and V-12	Lagonda
Bentley	Lancia
Bugatti	LaSalle
Buick Limited (Series 90, 1931-42)	Lincoln (not Zephyr)
Cadillac	Lincoln Continental (through 1948)
Chrysler (1931 through 1933 Imperial Models CG, CH, CL, CQ and 1930-42 LeBaron & Derham bodied)	Marmon V-16
Cord	Maybach
Cunningham	Mercedes
Darracq	Mercer
Daimier	Minerva
Delage	Nash (990 Series, 1932)
Delahaye	Packard (except models 110, 120 & Clipper)
Duesenberg	Packard Darrin 120 Series (1938 through 1942)
duPont	Peerless V-16
Franklin	Pierce Arrow
Hispano-Suiza	Rolls-Royce
Horch	Stutz
	Talbot
	Rohr

(CONTINUED)

**SPECIFIED PRESTIGE VEHICLES 1946-1962
(Class 29)**

Bentley
Buick Skylark 1953 & 1954
Cadillac Model 75 & Eldorado
Chrysler Crown Imperial
Daimler Mark II Empress
Hudson Italia
Jaguar-Mark IV
Kaiser-Darrin 1953 & 1954

Lincoln Continental Mark II
Mercedes 300 1951 Through 1958
Oldsmobile Fiesta 1953
Packard Caribbean and Pan American
Packard Patrician Limo Model 5426
Rolls-Royce
Talbot-Lago

Competition models of specified Classic & Prestige vehicles will be placed in the proper competition class.

Other makes of Classic or Prestige vehicles may be accepted by individual model upon the written application to the Vice President-Class Judging and approval by the Board of Directors.

You will note that the Buick Limited, but no other pre-1942 Buick, makes the AACA "Classic" list as well as CCCA's list, and that the AACA is more exclusive: no Roamers, AC's or Stearns-Knights for them. The AACA list, however, purports only to cover vehicles 1930-1942 (Lincoln Continentals to 1948) whereas CCCA covers a longer time period (1925-1948).

As many of you have by now discovered, "Getting Down to Cases" and my commentary thereon (as well as my editorial on parts hoarding/accumulating of January 1988) provoked an entire "Resonator" column in the March '89 BCA Bugle by Bugle-editor Karen Collin. More about this later. For now: thanks, Karen for making Pat and me (and The Torque Tube) famous — or maybe notorious — throughout the Buick-speaking world.

BCA NATIONAL MEET — JULY 6-9

While we are on the subject of events, the Buick Club of America National Meet, to be held in Batavia, New York on July 6-9, is surely worthy of mention. Club member Guy Bennett (#161), among others, has been actively involved in the planning of this event, at which a new BCA judging format will be introduced. The Club will hold its usual "annual meeting" some time during the course of the Meet. I hope to see many of you there.

YOU CAN QUOTE ME ON THIS...

Having become famous for calling upon Chaucer and the Bard of Avon, for Latin Effluvia and Vulgaria, and for Classical and Neo-Classical Allusions, I now cannot come up with any that have the slightest pertinence to matters discussed herein. I am sorry to disappoint. Perhaps it is time for someone else to quote me.

Next to the originator of a good sentence is the first quoter of it.

Emerson, Letters and Social Aims (1876)

— Bill

RANDY, RODNEY & THE MOUSE



MENDACIOUS INTERLOCUTION

BY RANDY S. DOZIER (#561) — NASHVILLE, TENNESSEE

Rodney started out on an assembly line in Flint, Michigan, about 51 years ago as a 1938, Model 41 and after completion was shipped to a Chicago dealer, Carl Swaney, and was eventually sold to a man from the South Side. This person, so the story goes, moved to Nashville, Tennessee, with his wife in the late 1930's to a house located on the fringe of the very elite section called "Belle Meade", and drove the inauspicious Buick as long as they lived there. It is said that they nodded pleasantly to their neighbors but no one recalled ever really having a conversation with them, much less going inside their house. During the many years they lived there, it is said they paid cash for everything they purchased and they had no telephone listing. No one admitted knowing the name of the mystery couple.

The man of the house died and his remains were shipped to Chicago for burial. The undertaker was so astounded at the number of scars and healed stab wounds that he called the Chicago police who identified the body as that of one of Al Capone's long-sought-after henchmen.

The widow was never heard from again. What better place for a gangster to live incognito than on the fringe of a fashionable suburb?

It was later learned that this ex-thug was, indeed, P. P. ("Mouse") Capleone'. Mouse was known not only for his misdeeds but also for his theatrics. While his propensity for robbing trains was legendary; his desire for recognition and fame was even greater. After robbing a train and spraying .45 caliber bullets into animate and inanimate bodies, he would park his Buick in front of the train for a photo session and would send the photos to newspapers around the country. No one knows what stopped Mouse's crime spree but popular belief is that having survived all of the physical abuse, he simply retired. I guess no one will ever know the entire story.



Rodney in the Heyday of His Misdeeds. (Photo courtesy The Mendacious Times & Mirror, Mendax, Tennessee.)

After this exciting beginning, Rodney's life became somewhat boring. Mouse having no legit heirs, the car was put in storage until 1972 when a drummer for the Statler Brothers bought it at a bank liquidation sale. It remained in its original unrestored condition until about 1980 when it went through an "amateur restoration" (black paint, plastic filler, chrome polish, and upholstery from a salvage store). About four years later, the drummer became disillusioned with his "patch job" restoration and put Rodney up for sale.

I first saw the car in Madison, Tennessee, on a used car lot. I stopped in and inquired about the price and was given a reasonable figure. I came back two days later with money in hand and was told that the price was \$3,000 higher. I indignantly left - writing the car off.

Three months later while driving home, I saw the car again sitting on the side of the road with "For Sale" on the windshield. With no one home, I inspected the car and determined that it was, indeed, the original car. I left a note on the windshield stating name and phone number and offered the original price...after two weeks and no response, I again wrote the car off.

I told everyone I knew about this saga in detail and moaned about how I felt I had been mistreated. One of my friends happened to be "Doc", a car dealer, who frequents the local auto action for used cars.

One day about a month after my second offer, Doc called and told me about a similar 1938 Model 41 that was about to go thru the auction. After a few verifications, I determined that this was the same car and I told him to bid up to as high as my original amount. The next day he told me to come by and pick up my "new Buick"—for \$1,000 less than my original offer.

Needless to say, I was beside myself and very anxious to get my prize home. On the way home, I was alarmed to learn that the engine knocked and every time I touched the brakes, I squarely faced the ditch.

About this time I met a guy named Joe Towe. Joe has a shop in Hendersonville, Tennessee, and specializes in Mustangs (according to his letterhead); but in the time I've known Joe, I've seen only about two Mustangs. I have seen a '67 Camaro, various T-Birds, a '32 LaSalle, a '61 Cont., a '63 Chevy dragster (factory), a '31 Ford Pickup, a '28 Fordor, Barbara Mandrell's Rolls-Royce, the '53 Cad that Hank died in, and my 1938, Model 41 Buick. Joe has a low production shop and has only the top craftsmen working there.

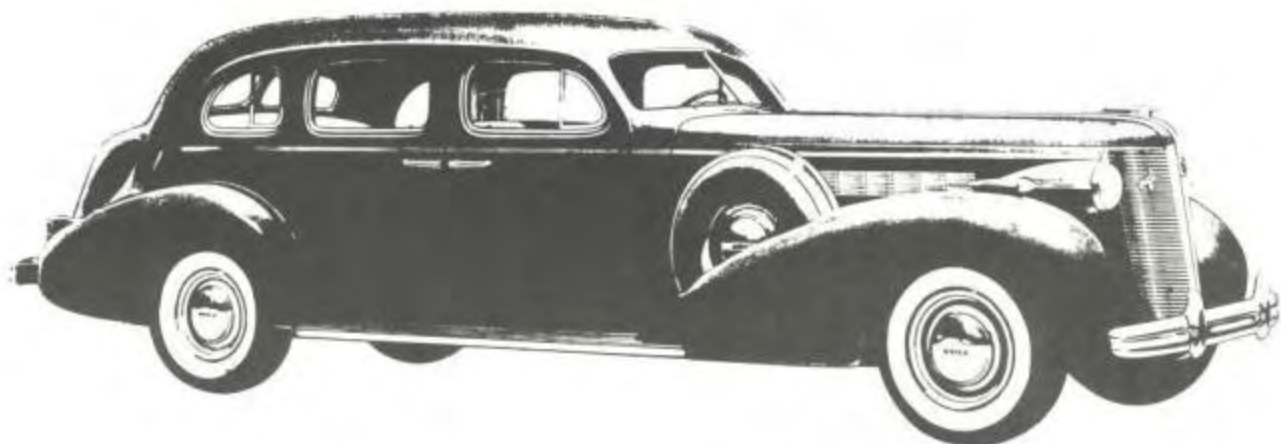
Joe restored the car in 1987 and it has since won its AACA Senior Award. More importantly, the Buick National 1st Place in Orlando, plus many local 1st Prizes across Tennessee, Kentucky, Alabama, and Georgia.

Even though Rodney is all I ever wanted in a Buick, I have my eye on a '37 Century convertible, Model 66C; however, with money and garage space both being tight, I guess I'll just have to lust after her in my heart.



Rodney Restored & Pacified, thanks to Randy Dozier. The story of Rodney's life and times rivals the works of NIKKO, with which we're all familiar. Is it all true? Look up "mendacious" in your Webster's.

COPING WITH ADVERSITY



"Hood Pizza"

A LITTLE ADVENTURE STORY
BY CLINT PRESLAN-LAKEWOOD, OHIO

When I discovered my 1937 Roadmaster six years ago, it came with two glass bowl gasoline filters fitted into its fuel plumbing. The first glass bowl filter was the familiar built-in part of the original fuel pump, mounted low down on the engine's forward right side.

The second glass bowl fuel filter was a "period" accessory unit mounted directly behind the carburetor, quaint and vintage-looking. Examine engines from the late thirties at any old car show and chances are you will see a large number of accessory glass bowl filters mounted near the carburetor. Fifty years ago, this must have been a popular dealer sales promotion:

"Don't be stranded by DIRT in your gas line....don't let this happen to YOU! Stop dirt before it gets to YOUR carburetor. Protect the HEART of YOUR ENGINE!"

This is a good idea. The only problems are:

1. The instrument stopping the crud at the carburetor has a glass envelope ("So you can SEE the dirt it's trapping") and

2. The glass instrument is positioned above the hot exhaust manifold and contains flowing gasoline (Not mentioned in the sales manual).

In the restoration of "Big Boy" (that is the name of my Buick) I replaced the fuel lines, made sure the carburetor and fuel pump were in fine order, then re-installed the glass filter at the carburetor. The gasket was good and the connections were tight; no leaks, no problems.

A year later I installed an auxiliary low-pressure six-volt electric fuel pump with an on-off switch to assist during startup and to help avoid vaporlock on hot days. This system also functioned very well. There were no problems.

On an extremely hot July afternoon, Big Boy and I were homeward bound from an enjoyable car meet. We had just cleared Port Clinton, Ohio and were traveling eastward about 35 miles an hour along a rural two-lane road. Big Boy was starting to heat up a bit, and I was on the watch for vaporlock. Sure enough, he began to miss and stumble, so I switched on the electric fuel pump. Everything soon smoothed out.

A few seconds later he began to snort and buck and then the engine quit entirely.

"What the hell...?"

Before my unbelieving eyes the Chancellor Blue lacquer on the hood began to bubble up in ever-increasing brown blisters, rapidly encompassing the size of a large pan pizza.

I slammed the ignition and fuel pump switches off, then swerved onto the side of the road. Wisps of black smoke and a sickening pot-torch reek curled back from the hood louvers. I grabbed the little halon fire extinguisher from the glovebox (I had bought it just a few days before, never expecting to use it) bolted out the door, and snatched the hood handle:

"Jeezus! Hotashell. No, don't open it! Don't give it more oxygen....there are flames behind the louvers! Squirt 'em! Get 'em, get 'em quick!" PULL THE PIN, SQUEEZE THE TRIGGER. WHOOSH.

Then the fire went out, just like that. No powder, no foam, no white residue. Halon fire extinguishers are truly great scientific accomplishments. Don't leave home without one, especially one you can get to quickly.

I consider myself quite fortunate. The damage incurred was a charred lacquer pizza on the hood with some more paint cooked off the exhaust manifold and firewall. A few wires were crisped. The air cleaner, carburetor, and valve cover, as well as the inside of the hood, were black with soot (so were my shorts).

Clint Preslan shows off his '37 Roadmaster at a BCA Regional Meet in Toledo, Ohio in 1985.



The cause? The quaint carburetor-mounted glass bowl fuel filter: the bowl had cracked clear through, an insidious crack on the side facing the engine.

Apparently what I thought was vaporlock was the glass fuel bowl losing its continency. In effect, when I hit the electric fuel pump switch, I helped squirt gasoline over the hot exhaust manifold. I do not know if the fuel bowl crack was due to age, fatigue, heat, vibration, decades of overtightening or combinations thereof. I do know I never had trouble with the glass bowl filter until it failed in service. I also know I no longer have a quaint accessory glass fuel bowl at the rear of my carburetor.

The built-in glass bowl of the original fuel pump is a somewhat different story. Fortunately the fuel pump is located fairly well out of harm's way. If the bowl leaks (for whatever reason) the fuel will find its hazardous way to the ground, but will not trickle onto the exhaust manifold.

I've read somewhere most car fires are caused by faults in the fuel system. I am a believer.

I heartily recommend the mini halon fire extinguisher. It contains 14 ounces of halon, carries a 1 BC rating and is nine inches high, which means it will tuck neatly into your glovebox. It is a supportive ally to the other, larger fire extinguisher we all carry (probably in the trunk). The mini halon extinguisher costs about 25 dollars. Am I glad I bought mine?

....While still the cry of wild despair *
is wafted on the midnight air,
FIRE! FIRE! FIRE! FIRE!

Say NO to hood pizza.

* From Life of a Fireman, Anonymous, Circa 1850.



TECHNICAL TIPS



1937 FENDER LIGHTS

There appears to be some confusion about 1937 fender light lenses. The reproduction lenses sold by various suppliers are offered as "1937-1938"; however, some members have said that 1937 lenses are different from 1938. As is often the case, the truth lies somewhere between. The Master Parts Book indicates that '37 lenses were changed at Frame Numbers 3085180 (Flint) and 3046946 (California). The change cannot be dated precisely, but appears to have taken place approximately one-third of the way through the model year.

The early '37 lens is blunter than its replacement. The late '37 lens was carried over into 1938. A photo of the two styles and an excerpt from the Master Part Book accompany this article.

Unless you are concerned about perfect authenticity, there is, in my opinion, no need to be concerned about using the later-style lenses on a car produced before the change-over. Few people but you will ever know, and even the sharpest of judges is unlikely to compare your lenses, your serial number and the Master Parts Book. A possible exception is cars with early-1937 steering wheels (see Vol. VI, No. 5). To the expert's eye if not the layman's, such a car with late-'37 lenses would present a visible anomaly. The early-'37 lenses are not reproduced (to the best of my knowledge) but probably can be located at swap meets if one looks long enough.

Early 1937 lens



Original early '37 box



Late 1937-1938 lens



FENDER LAMP

LAMP, Complete

.....	295-A	3.50	....	1932
.....	295-C	3.50	....	1933 (911427)
.....	* 334-C	4.50	....	1936—Left—Black
.....	* 334-D	4.50	....	1936—Right—Black
.....	* 339-A +	3.50	....	1937 (916561)
.....	* 339-B ▼	3.50	....	1937 (916952)
.....	340-A	3.25	....	1938

LENS

.....	914592	.20	....	1932
.....	915273	.20	....	1933
.....	* 919548	.30	....	1936
.....	* 920662+	.30	....	1937
.....	921435▼	.30	....	1937
.....	* 921435	.30	....	1938

+First type on cars up to frame No. 3085180 Flint and C-3046946 California
▼Second type on cars after frame No. 3085181 Flint and C-3046947 California

1937 BUMPERS

As we know, each bumper (front and rear) is bolted to two sets of brackets (called in the Master Parts Book "back bars"), each set of brackets being in turn bolted to the frame, one set on either side. The inner bracket of each set fastens to the bumper behind the bumper guard. On 1937 models of all series, there were two different methods of attaching the bumper "face plate" to the outer brackets, and two different styles of bumper, both front and rear.

On some '37 cars, the bumper is attached to the outer brackets by bolts which go through the bumper. These bumpers have four bolt holes. The bolts are the typical bumper bolts, with plated or stainless elliptical heads. On other '37s, the bumper has two brackets or "clips" welded to the back of the face plate, and the outer frame-to-bumper brackets (or "back bars") are bolted to these clips. On such cars, therefore, the outer bolt does not go through the bumper, and the bumper has two holes, these holes being behind the bumper guards.

So far as is shown by the literature in my possession, this is not an "early vs. late" proposition. There was — apparently — a production change in 1936 bumpers, and the Master Parts Book states exactly at what serial number the change-over took place, a typical "early-late" situation. For 1937, however, the Book identifies "First Type" and "Second Type" bumpers, with no indication that the second superseded the first. It thus seems reasonable to conclude that the two types were used more-or-less randomly throughout 1937 production. (Indeed, the "first type" has the clip and the "second type" bolts through. One would think that, if there was a definite progression or change-over, it would have been the other way around, since the clip fastening would have presented a more "modern" appearance.)

The outer brackets or "back bars" are also different from one style bumper to the other. The "first type" presumably is shorter.

My own car has one style (the bolt-through) on the front, and the other style on the rear. It is possible that the car was made that way, although the rear bumper shows some signs of having been bent to fit. (Which led to my "parts wanted" ad.) One likes to think the same style would have been used on each end of the car; we, however, employ the restorer's eye for detail and symmetry, whereas the production line manager presumably had his eyes on finished vehicles going smoothly out the door, with or without matching bumpers. (After all, the manager would have said, "Ya don't see bot' ends at once, so watta difference?")

Does anyone have a car, clearly original, with both styles of bumper? Readers are encouraged to comment on this subject.

BUICK MASTER PARTS LIST



7.831 PLATE, Front car bumper face				.1296365	12.00	....1	1937-40-60 (1st type—see footnote)
				.1304447	12.00	....1	1937-40-60 (2nd type—see footnote)
.1292083	11.00	....1	1936-40 (up to frame #2835489)	.1298670	13.00	....1	1937-80-90 (1st type—see footnote)
.1294959	11.00	....1	1936-40-60 (after frame #2835489 on 40)	.1304448	13.00	....1	1937-80-90 (2nd type—see footnote)
.1292194	12.50	....1	1936-80-90 (up to frame #2846032)	.1304228	13.00	....1	1938-40-60
.1294961	12.50	....1	1936-80-90 (after frame #2846032)	.1304229	14.00	....1	1938-80-90

NOTE: Face plates on 1937 marked 1st type have clip welded to back of face plate, whereas, the 2nd type has face plate bolted direct to back bar.

7.831 PLATE, Rear car bumper face

1292102	11.00	....1	1936-40-60
1292108	12.50	....1	1936-80
1294704	12.50	....1	1936-90
1298273	12.00	....1	1937-40-60 (1st type—see footnote)
1304450	12.00	....1	1937-40-60 (2nd type—see footnote)
1301640	13.00	....1	1937-80 (1st type—see footnote)
1304468	13.00	....1	1937-80 (2nd type—see footnote)
1298572	13.00	....1	1937-90 (1st type—see footnote)
1304449	13.00	....1	1937-90 (2nd type—see footnote)
1304230	14.50	....1	1938-40-60
1304231	15.50	....1	1938-80-90

7.836 BAR, Front car bumper back

1292084	1.25	....1	1936-40 (up to frame #2835489) center right
1292085	1.25	....1	1936-40 (up to frame #2835489) center left
1294960	1.25	....1	1936-40 (after frame #2835489) center
1292086	1.25	....2	1936-40 (outer)
1294964	1.25	....2	1936-60 (center)
1294480	1.25	....2	1936-60 (outer)
1292104	1.35	....1	1936-80-90 (up to frame #2840932) center right
1294962	1.35	....1	1936-80-90 (after frame #2840932) center right
1292105	1.35	....1	1936-80-90 (up to frame #2840932) center left
1294963	1.35	....1	1936-80-90 (after frame #2840932) center left
1292106	1.35	....1	1936-80-90 (outer right)
1292107	1.35	....1	1936-80-90 (outer left)
1298390	.75	....1	1937-40-60 (inner right)
1298391	.75	....1	1937-40-60 (inner left)
1298392	.85	....1	1937-40-60 (outer right) 1st type, see footnote
1298393	.85	....1	1937-40-60 (outer left) 1st type, see footnote
1304438	.85	....1	1937-40-60 (outer right) 2nd type, see footnote
1304439	.85	....1	1937-40-60 (outer left) 2nd type, see footnote
1298666	.85	....2	1937-80-90 (inner)
1298668	1.00	....2	1937-80-90 (outer) 1st type, see footnote
1304472	1.25	....2	1937-80-90 (outer) 2nd type, see footnote
1304382	.75	....1	1938-40-60 (inner right)
1304383	.75	....1	1938-40-60 (inner left)
1304384	1.00	....1	1938-40-60 (outer right)
1304385	1.00	....1	1938-40-60 (outer left)
1304522	.85	....2	1938-80-90 (inner)
1304523	1.00	....2	1938-80-90 (outer)

7.833 DEFLECTOR, Rear bumper gravel

1300853	1.35	....1	1937-40-60 (1st type, see footnote)
1304452	1.35	....1	1937-40-60 (2nd type, see footnote)
		....1	1938-40-60
1300854	1.50	....1	1937-80 (1st type, see footnote)
1304453	1.50	....1	1937-80 (2nd type, see footnote)
1300855	1.50	....1	1937-90 (1st type, see footnote)
1304454	1.50	....1	1937-90 (2nd type, see footnote)
1304317	1.50	....1	1938-80-90

7.836 BAR, Rear car bumper back

1292814	1.25	....1	1936-40-60 (right)
1292815	1.25	....1	1936-40-60 (left)
1292218	1.35	....1	1936-80 (right)
1292219	1.35	....1	1936-80 (left)
1292242	1.35	....1	1936-90 (right)
1292243	1.35	....1	1936-90 (left)
1298274	.75	....1	1937-40-60 (inner right)
1298275	.75	....1	1937-40-60 (inner left)
1298276	.75	....1	1937-40-60 (outer right) 1st type, see footnote
1298277	.75	....1	1937-40-60 (outer left) 1st type, see footnote
1304470	.75	....1	1937-40-60 (outer right) 2nd type, see footnote
1304471	.75	....1	1937-40-60 (outer left) 2nd type, see footnote
1298994	1.00	....1	1937-80 (right) 1st type, see footnote
1298995	1.00	....1	1937-80 (left) 1st type, see footnote
1304474	1.25	....1	1937-80 (right) 2nd type, see footnote
1304475	1.25	....1	1937-80 (left) 2nd type, see footnote
1298976	1.25	....1	1937-90 (right) 1st type, see footnote
1298977	1.25	....1	1937-90 (left) 1st type, see footnote
1304476	1.25	....1	1937-90 (right) 2nd type, see footnote
1304477	1.25	....1	1937-90 (left) 2nd type, see footnote
1304428	.85	....1	1938-40-60 (inner right)
1304429	.85	....1	1938-40-60 (inner left)
1304430	1.00	....1	1938-40-60 (outer right)
1304431	1.00	....1	1938-40-60 (outer left)
1304318	.85	....1	1938-80-90 (inner right)
1304319	.85	....1	1938-80-90 (inner left)
1304320	1.00	....1	1938-80-90 (outer right)
1304321	1.00	....1	1938-80-90 (outer left)

NOTE: 1st type bumper on 1937 has clip welded to back of face plate, whereas, 2nd type has face plate bolted direct to back bar.



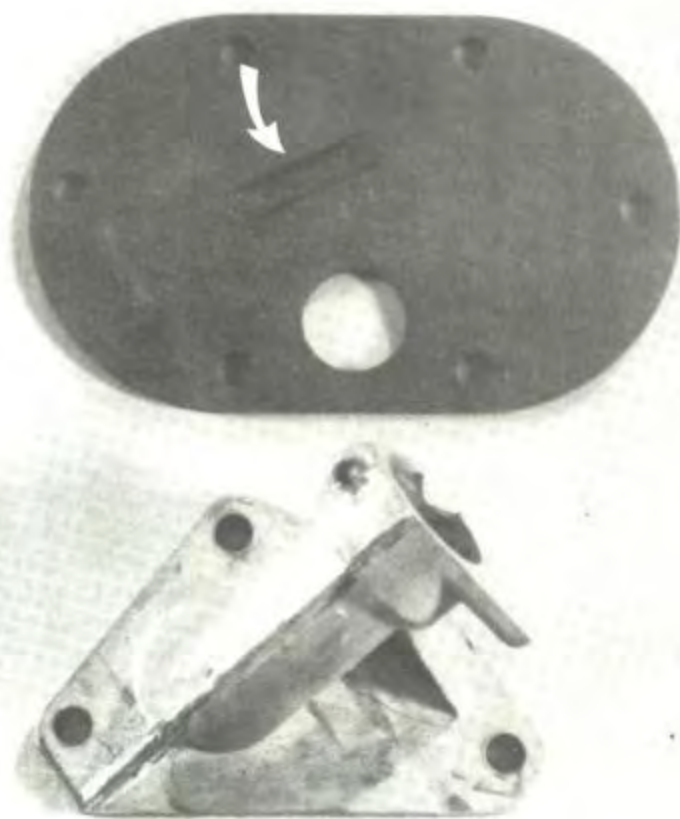
OIL PUMP REPAIR KIT

BY JOHN HUFFMAN (#623) — CLEMSON, SOUTH CAROLINA

Most of us know about the potential problem lurking in original '37 and '38 oil pumps. This was discussed a few months ago (Issue 3) in Paul Culp's article on oil pump repair: the cover plate and inlet are a one-piece die casting and tend to warp or crack, leading to a leaking pump and loss of oil pressure.

In connection with Paul Culp's article, the Editor mentioned a later-year Buick repair kit as an alternative to machining the cover plate. This kit consists of two pieces, a steel plate which replaces the old aluminum or pot metal one and a cast piece to which the float is attached (see photo).

I acquired this kit at the Flint BCA National for about ten bucks. It is a Buick part (1723-1393176) and fits all 1936 to 1940 Buicks, plus some 1934 and 1935 series 40. According to a Buick Service Bulletin, reprinted in Vol IV, No. 1, some early '37 oil pump covers were made with five screws; the covers were changed later to six. The repair kit has six holes, but apparently all the pump bodies also had six holes, so this should be no problem. The installation of the repair kit should present no problem; however, the old screws may not be the correct length. The side of the plate shown in the photo is the inside face. The other side does not have the small groove (arrow).



Oil pump repair kit (Buick part 1723-1393176) consists of steel cover plate and die-cast inlet. (The plate is coated with protective gunk which should be removed before the kit is put into use.)

TWO BIG SERIES PROBLEMS: REAR BRAKE HOSES AND SHOCK LINKS

BY JOHN HUFFMAN (#623) — CLEMSON, SOUTH CAROLINA

Those of us who have 1937 and '38 series 80 and 90 Buicks are well acquainted with problems in obtaining parts which are peculiar to these cars. One problem which has been addressed before is rear brake hoses (Vol. IV, #3 and #5; Vol. V, #7).

Brake Hoses. In contrast to 40-series cars, 60, 80 and 90 models have two rear brake hoses: one joins the master cylinder to a junction block (mounted on the frame) which distributes fluid to the front and rear brakes; there is then a foot or so of steel line, followed by a second hose. This second hose is the usual rear hose which provides a flexible link to the rear brakes.

The second (or aft) rear hose is no problem to replace. I obtained a Wagner F37583GD and there is also a NAPA hose (35019) which will work. There are probably others: just take the old hose to the parts store and get them to go through their books til you find a match.

The front hose is the problem child. (Actually more of a problem than I realized when I started writing this). According to the article in Vol. IV, #5, this hose has 7/16" fittings and can be replaced by NAPA 36804, although it is too long. However, when I got the old hose off, I found that it had 1/2" fittings, which are apparently not readily available. This problem was solved by getting the parts store to make a new hose using the old fittings. This was done by cutting off the old fittings and brazing them to 3/8" male fittings. A new hose was then fabricated which had 3/8" female fittings and the whole thing screwed together. The photo shows this better than I can describe it. Since many auto parts stores make hydraulic and brake hoses there should be no problem getting this done.

If this were not complicated enough, my model 81 had a 60-series master cylinder on it when I got it. I assumed that at some time in the past the original had been replaced with whatever was available. But, the rebuilt 80 series master cylinder I obtained had 7/16" outlet. The original hollow bolt which goes through the junction block of course is 1/2". I intend to solve this problem either by having another new fitting made for the master cylinder end of the hose which has a 7/16" thread, or by finding a different master cylinder outlet. Based on the history of the car, I suspect that the 1/2" fittings were probably original, and what was used is what was on hand.



New hose made with 3/8 female fitting at each end, and original 1/2 - 20 male and female fittings with a new 3/8 male fitting brazed to each.

Complete "new" hose with old fittings at each end; old male fitting is chewed but useable.



EDITOR'S NOTE: I also checked through several modern parts books, and found no 1/2"-20 fittings. I did find a few made-up hoses with 1/2" fittings, but these are much too long (about 25 inches; probably made for trucks). I expect the fittings are available somewhere, and we will continue to investigate this problem. I cannot explain why some hoses and master cylinders have 7/16" fittings. Dave Lewis checked the master cylinder of a '37 Century he is working on, and found a 1/2"-20 end cap on it, so it does not appear that the difference is between 60 series and 80-90 series cars, at least for 1937. Indeed, the 1928-1938 Master Chassis Parts Book shows the same hose for 1936, '37 and '38 60, 80 and 90 series. (While we are on this subject, it may be noted that, for the second, or aft, rear hose -- the one that John replaced with Wagner F37583GD -- the Book shows a part number for the '37 80-C and all '38 convertibles different from all other models. I do not know what this difference is: perhaps some convertible owners can enlighten us.)

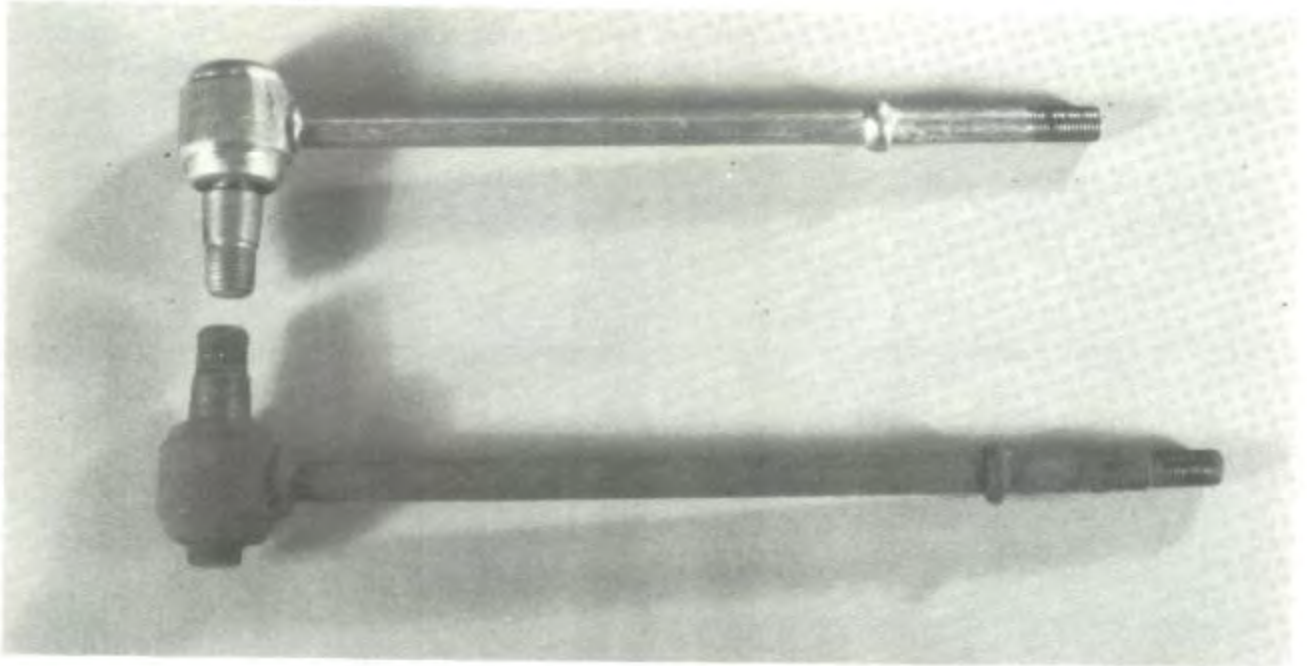
It remains to be seen whether John's bastard hose will work. Maybe John will take the engine, chassis and running gear out for a little drive this summer, with an orange crate seat, and then let us know.

The reason why a flexible connection between the master cylinder and the distributor fitting is necessary on 60, 80 and 90 series cars is that the master cylinder and the pedals are mounted on the transmission, whereas the distributor fitting is (necessarily) mounted on the frame. In 40 series cars the master cylinder is mounted on the frame, and a flexible connection is not necessary.

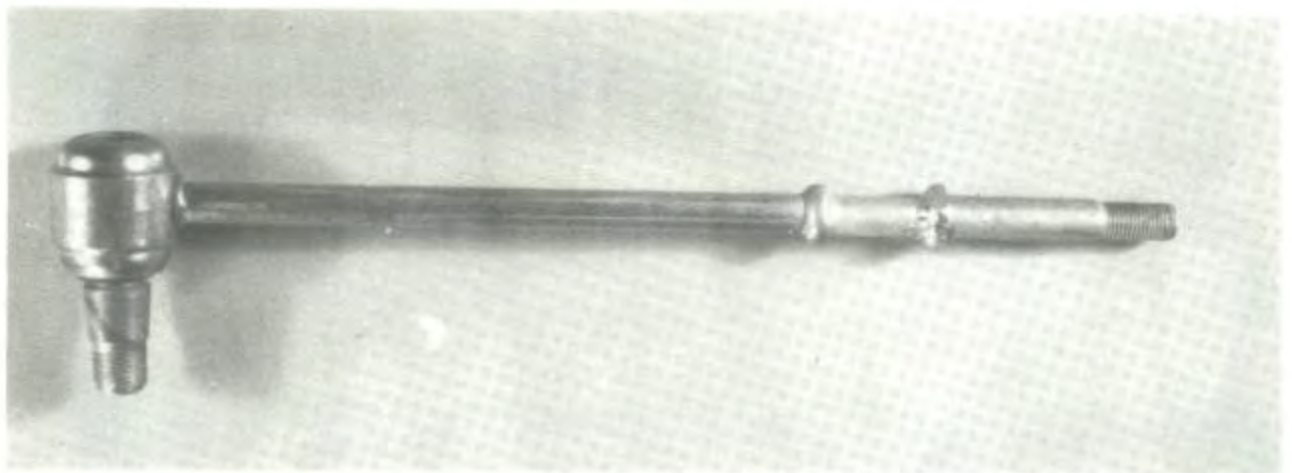
1937 Rear Shock Links. The second problem -- which is one I have not seen mentioned -- is rear shock links for '37 series 80 and 90. The rubber bushing at the shock absorber end of the link wears out or rots. There being no practical way of replacing the rubber without destroying the whole part, the entire link needs to be replaced. Reproduction links are available for series 40 and 60 from Dick Boyer and others, but as the photo shows these are about an inch shorter and slightly smaller in diameter than the big series part. This problem was solved by cutting the original link just above the bulge in the shaft and the new link just above the threads. The two portions were welded

bulge in the shaft and the new link just above the threads. The two portions were welded together with a good heavy bead for strength. This gives a hybrid shock link with a new working end (see photo).

When the new links are installed there should be a rubber bushing above and below the plate under the rear axle. The '37 shop manual specifies a steel retainer on the top of the upper bushing and the bottom of the lower. There were no retainers on the car when I removed the shock links and again based on the history of the car, I suspect that it was made that way. Unfortunately, reproductions of the rubber bushings are not available, but they can be replaced with the rubber bushings from a stabilizer bar repair kit. These are available from some parts stores and the usual vendors. Lynn Steele's C-0274 bushings would probably work also. I didn't use a retainer at the top, but did use the steel retainers from the stabilizer bar kit at the bottom to provide a metal surface to tighten the nut against.



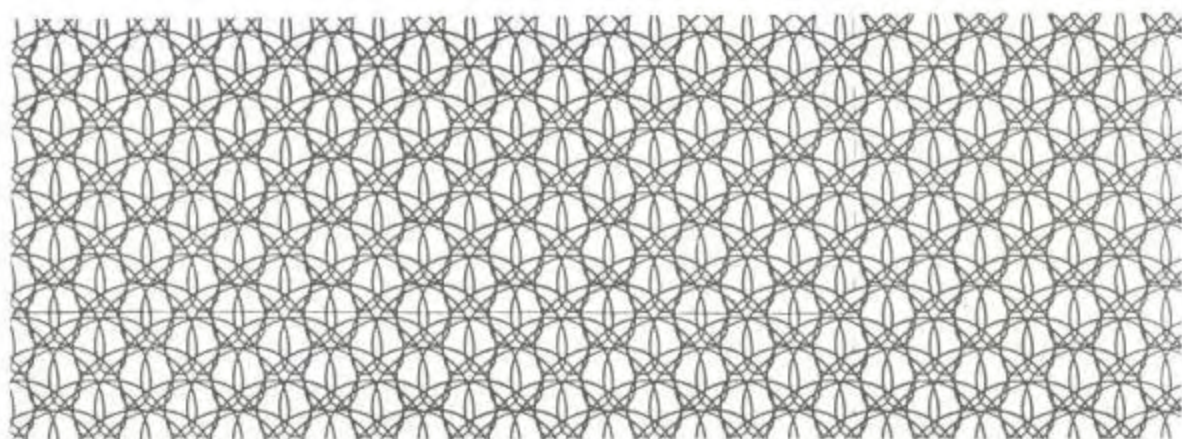
New '37 repro link and original 80-90 series link.



Complete new '37 80-90 series rear shock link made up from repro 40-60 series link and original part.

1937 80-90 SERIES DASH PANELS

Tom Alderink (#735) is in the process of developing a decal or transfer that will duplicate with considerable precision the original Di-Noc transfer applied to the two raised dash panels on '37 Roadmasters and Limiteds. Some of you may recall that we have discussed dash panel treatments (and "woodgrain" generally) several times in the past. Dashboards on '37 80 and 90 series cars were not woodgrained. Rather, the entire panel was painted "Lustre Light Grey Medium" — a color that, so far, we've only been able to guess at — after which a Di-Noc transfer was applied to the two raised panels (including the glove box door). The design of this transfer consisted of thousands of fine looping lines intersecting one another in a very intricate pattern. Tom seems to have succeeded in duplicating the pattern and is now experimenting with the correct colors for a silk-screened decal. He believes the decals will be ready for final testing and — we hope — sale in late April or May. Price has not yet been determined. A sample of the pattern in black-and-white appears below. If this project is successful, we will be able for the first time to restore these panels authentically, and Tom deserves a big vote of thanks.



NEW MEMBERS



Cliff Humphries #747
RD 3
Wellington's Bay
Whangarei
NEW ZEALAND
089-33554
'37 46S '37 47
'37 41

William L. Chafe #748
Box 353, STNC
St. John's
NFLD ALC 5J9
CANADA
709/754-1275
'38 67

Edward W. Elkinson #749
22 Hemlock St.
Rochester, NH 03876
603/332-0917
'38 41 (2)

George Ledger #750
746 San Mateo Ct.
Concord, CA 94518
415/682-9261
'37 61

James Brady #751
4826 N. Nashville
Chicago, IL 60656
312/775-8910
'38 41 '37 81

Robert H. Farrier, Jr.
P.O. Box 85 #752
Newport, VA 24128
703/544-7191
'38 61

OLD MEMBERS RE-JOIN

James Campbell #134
12188 Forest Meadows Dr.
Perry, MI 48872
517/675-7150
'38 41

Joe Arbin #359
111 Ward Lane
Stamford, CT 06907
203/322-7540
'37 46C '38 46C

Dodwell Davies #444
P.O. Box 165
Bridgetown 6255
AUSTRALIA
097-611061
'38 41 '37 81

Engine Rebuilding ~ Part 8:

An Introduction to Piston Rings

By PAUL B. CULP, Jr.

The rings in our Buicks and all motor cars are an outgrowth of steam engine technology dating from the Eighteenth Century, an evolution of mechanical design through the Industrial Revolution that benefits each and every one of us. To this day, the reciprocating engine remains basically unchanged: pistons fitted to bores incorporating multiple rings for sealing, connecting rods moving in an up-and-down motion, which is translated to rotary motion through the crankshaft. The sealing function of the piston rings is addressed in this one of our series of articles on engine rebuilding. Oil helps the piston rings to accomplish their purpose of sealing the compressed and exploded gases above the piston. In turn, the piston rings prevent the oil from entering the combustion space and causing carbon deposits on the cylinder head and the top of the piston. Piston rings also transmit heat from the piston to cylinder walls.

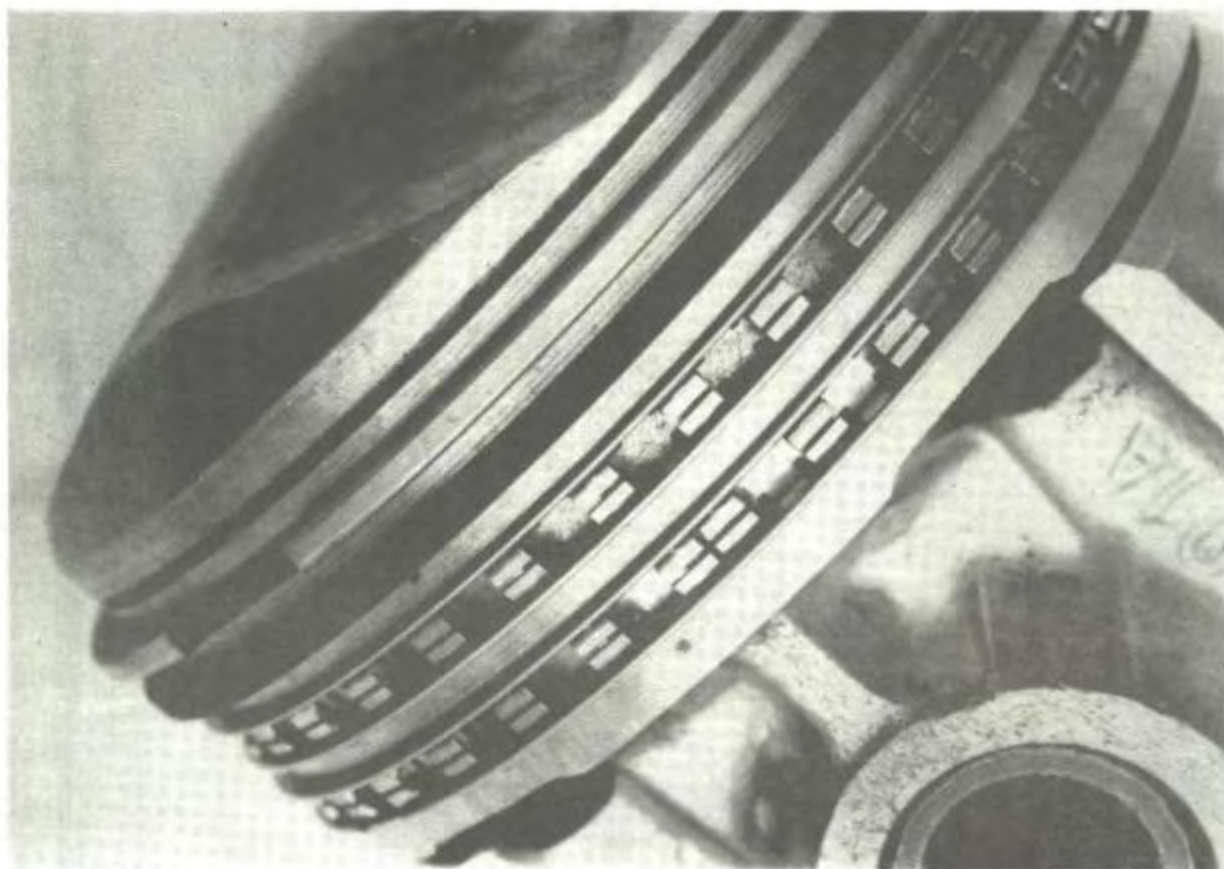
The '37 and '38 Buick pistons have four rings. The top two rings are called compression rings, and are designed to maintain cylinder pressures. The bottom two rings are oil regulating rings, which scrape the excess oil from the cylinder walls and return it through slots in the piston ring grooves. Buick employs ten return holes in this top ring and eight in the bottom.

Piston rings must have joints to enable them to be expanded so that they can be slipped over the piston into their grooves, and to compensate for expansion and wear. In mounting piston rings on pistons, the joints should be staggered--not placed in a vertical line, so as to prevent the compression gases from having a direct path to leak by the piston skirt.

Rings usually are made of cast iron and are commonly plated with tin or given a surface treatment to reduce wear, eliminate scuffing and aid in break in. These treatments consist of a special process which changes the structure of the surface layer.

The two reasons for replacing piston rings are excessive oil consumption and loss of compression. Either one of these difficulties can be the result of several other engine troubles. To be certain that piston rings are responsible, the following tests should be made:

- a) Remove all eight spark plugs and open the throttle fully for an unrestricted air passage.
- b) Insert a compression tester in the spark plug hole and record each cylinder while turning the engine over with the starter.



Detail view of upper piston shows ring grooves, compression and oil rings. The ring style may differ from one manufacturer to another.

The reading on the compression tester should be within 5 to 10 pounds per square inch of engine specifications. On the 1938 small series engine at 1000 RPM the compression pressure is 126 psi. The large series engine pressure is 130 psi. If the compression reading is more than 10 psi below the above specifications, it shows that either the rings, cylinder head gasket or valves are the cause of a compression leak. To prove that faulty rings are the cause, a consistent amount of heavy oil should be poured over each piston, through the plug hole, and the compression test made again. (Known as a "wet" test as opposed to the initial "dry" test.) If the result of this procedure indicates a higher compression reading, then the rings are guilty, because the oil acted as a seal for the rings.

Low compression readings can have a number of causes. Listed are major culprits:

- a) Ring wear caused by oil not reaching the cylinder walls.
- b) Rich mixture washing oil from cylinder walls.
- c) Worn rings from high mileage.
- d) Broken or stuck rings causing scoring.
- e) Loose pistons causing slapping.

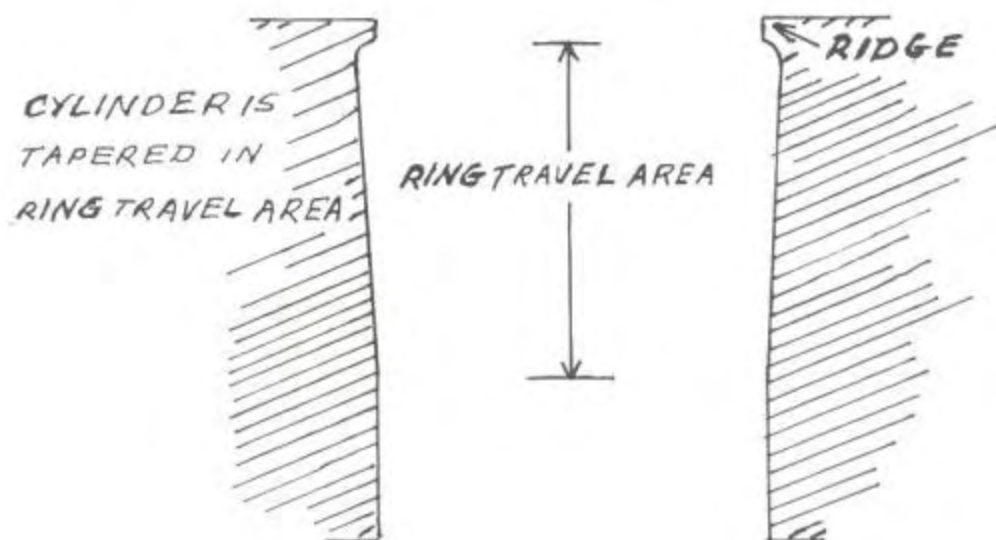
- f) Tight pistons causing seizing or scoring.
- g) Rod mis-alignment from bent connecting rods.
- h) Ring-groove clearance that is too great.
- i) Dirty or rusty cylinder bores.
- j) Worn bores (.001 wear per 15,000 miles is typically considered normal.)

Installation of new rings and possible piston replacement is the course of action to restore life to a tired engine.

Piston ring manufacturers differ somewhat as to just how much taper a cylinder may have to permit their rings to function properly. Depending on the design of oil and compression rings, recommendations are that "oil pumping" and compression can be controlled by new rings in cylinders ranging in taper from .005 to .025 of an inch (taper is in the cylinder bore wear area and is most pronounced at the top of the bore where the combustion takes place and heat is the greatest.) However, some ring manufacturers state that new pistons should be installed when cylinder taper exceeds .008 to .010.

Inspection of cylinder bore wear is necessary to determine if piston ring replacement is all that is necessary. The condition of the cylinder walls is examined for ring seizure, often shown by streaky marks the length of the ring travel area. Scoring from piston seizure or wear from piston slap shows up as dark spots on the cylinder walls, indicating low or wear areas. Take notice of whatever structure is left from prior honing.

When measuring the bore, the difference between the diameter of the top of the ring travel and the diameter at the bottom is the taper. These diameters are taken at right angles to the crankshaft.



Although, as mentioned earlier, some after-market ring manufacturers assert that their products can successfully be used where bore taper is as large as .025, most engine manufacturers give a limit of .007. Each rebuilder must decide for himself whether to go with a "ring job" alone or re-bore his cylinders. The latter, of course, requires that the block be removed from the car.

The cross-hatch honing pattern that is created in a re-bore permits the piston rings to shear any sharp projections during break-in. The pattern also holds the lubricating oil. Breaking the glaze, if only replacing rings, prevents the new rings from sliding over the surface. I have known of cases where the cylinder wall glaze was left in the engine and the rings failed to seat. There are rings designed to seat and break-in even on a glazed and non-honed cylinder wall. Considering the limited effectiveness of Buick oil filters, I would favor the latter.

Enter my Buick Century after decades of idleness, neglect and an unknown history. It shared the fate of most of our cars. After I'd used it for a time, it began to make that bluish-white smoke typical of high oil consumption. A thousand miles were driven with most of it at highway speeds; I hoped that if the rings were stuck they would free up, seal the bore and restore compression.

A second compression test in both the dry and wet modes showed little effect: although smoke from oil was reduced, the compression remained the same. However, the breather tube on the side of the engine produced great amounts of oil spray. The entire right underside of the car was wet after a few hours.

I resolved that as warm weather arrived, I'd attack the Buick and remove the cylinder head and pan for quick replacement of the rings. The revelation of the actual bores and pistons indicated that the project must advance to a major engine rebuild. The top compression ring of all eight pistons had broken apart and was destroying the piston groove and bore.

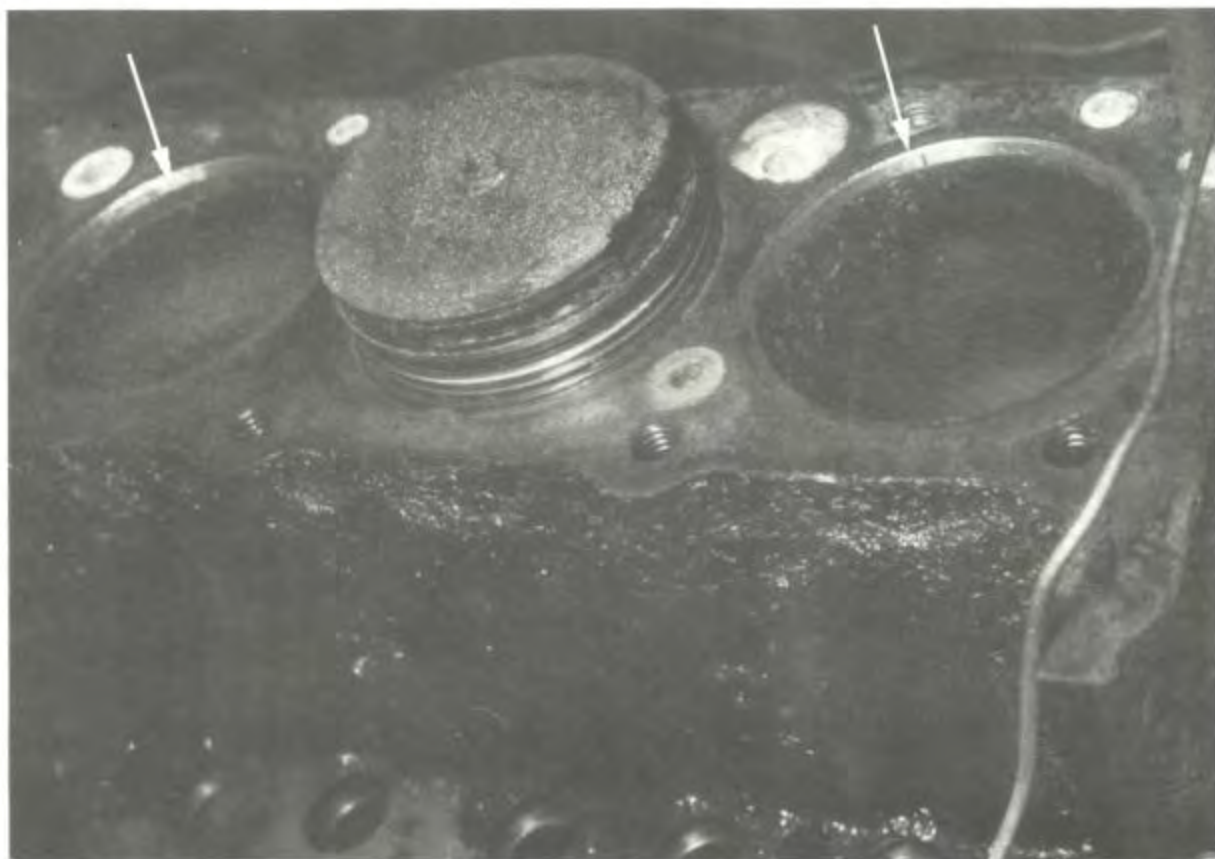
We addressed the reasons for this failure in Vol. 11, #6. The possibility of engine ignition being too far advanced was one cause. More likely, an improper replacement of the rings from a previous repair was at fault. (The ridge at the top of the cylinders wasn't removed, thus it pinched and crushed the new rings.)

As we look at a cylinder bore from the bottom towards the combustion chamber, we observe the following on a typical engine:

1. The original cross-hatch honing marks are still evident despite any problems in the ring travel area, (unless there is severe rust in the block.)
2. The bore diameter begins to enlarge in a taper form as we proceed up the wall. This is due to wear from the piston skirts stroking the sides.
3. The bore diameter continues to increase to its maximum dimension, just short of the top of the cylinder block. (This ring travel area receives constant friction from the rings; moreover, the act of combustion burns off any trace of lubrication.)

4. The upper compression ring wears from friction. Its manufactured sharp corner becomes rounded like the radius of an 'O' ring. This shape is reflected in the cast iron cylinder block as a round shoulder. The end of the wear area is shown in the illustration.
5. The very top area (approximately 3/32 inch) receives no wear from moving parts. This uppermost section and the lower bore are nearly identical.

This last portion, called the ridge, must be removed when doing a ring or piston replacement. The use of a tool called a ridge reamer is most effective. Just a note of caution: Excessive cutting with this tool into the bore will create additional problems. The ridge is removed and made flush to the uppermost ring travel area.

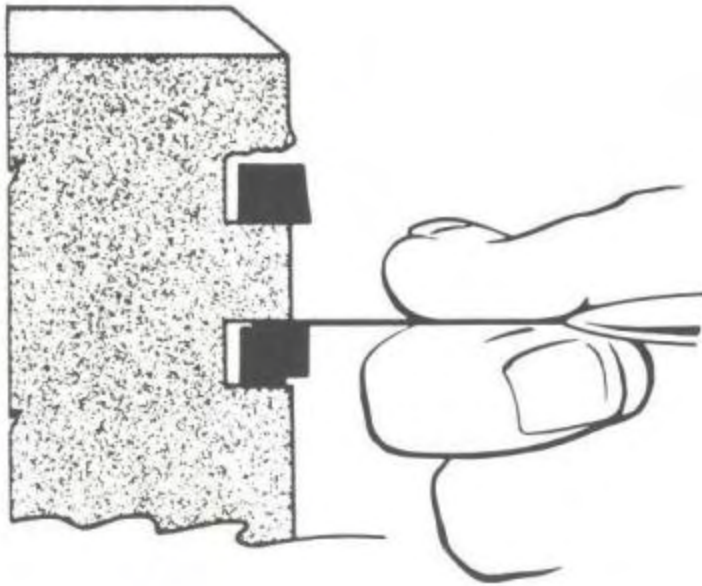


Upper cylinder bore shows area where ridge was removed (arrow).

If new rings are installed and the ridge remains, pressure on contact shocks the upper ring's integrity, resulting in collapse, possible breakage and failure.

Work progressed to numbering of the pistons and rods as they were removed. Bores were measured, analyzed and oversize pistons ordered. The machine shop rebored and honed the block and fitted the new pistons.

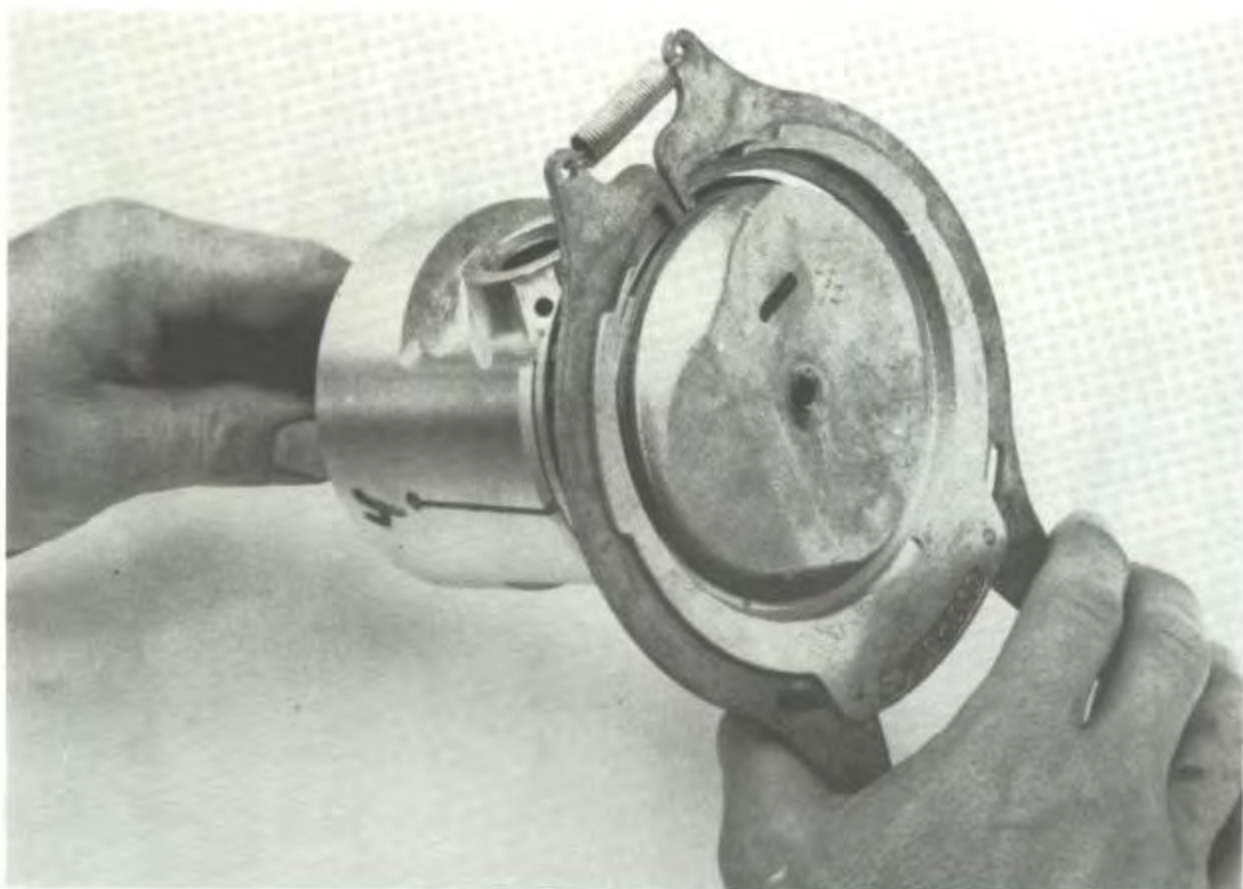
Connecting rod and piston was assembled and mounted in a bench vise. First, the lower oil control ring was installed, then the second control ring. Installation tools are available either by specific diameter or a universal type.



Measuring ring/piston clearance. Top wear is typical; this example indicates a need to replace the piston.



Connecting rod with insert bearing; new piston and rings; ring installing tool.



Installing rings using ring expanding tool. ("Universal" ring tools work as well and are much cheaper than the one pictured.)

Next, the lower compression ring is mounted while staggering the gap approximately 1/3 from the previous ring position. The top compression ring is the last ring to be installed. (Note the new ring clearance in an old piston: if more than .0015 inch, then the piston should be replaced.)

All of the pistons were ring-fitted and prepared for insertion. The upper portion of the piston was dipped into motor oil, then the ring compressor was placed on the piston and tightened so that the ring could match the diameter of the piston. Next, the piston is located in its appropriate pre-lubricated bore, noting the location of the piston dome to the spark plug. (The connecting rod oil hole faces the camshaft.)

Placing the integral unit of ring compressor, piston and connecting rod into the bore, the piston is forced through the sleeve of the ring compressor into the cylinder bore. The use of a large hardwood dowel about eight inches long, between the piston head and hammer, serves as a spacer to tap the piston into the bore. Note that the rings will cause four moments of hesitation as one by one they conform to the actual cylinder block bore. (If excessive hammering becomes necessary, then completely remove piston and compressor, lubricate and repeat, following the above steps.)

Care is taken once the fourth ring conforms because the piston and

connecting rod will come in immediate contact with the crankshaft. Help from an assistant, or placement of small rubber hoses over the connecting rod bolts will prevent damage to the critical journals of the crankshaft. If the rod bearings are not in place, now it is time to position them. Place the cap over the journal and with "plastigage" insure that all clearances are to specifications, after tightening the connecting rod cap bolts. Follow your Buick Shop Manual in Section 6. Adjusting rods and mains, installing oil seals and bottom-end components are just down the road!



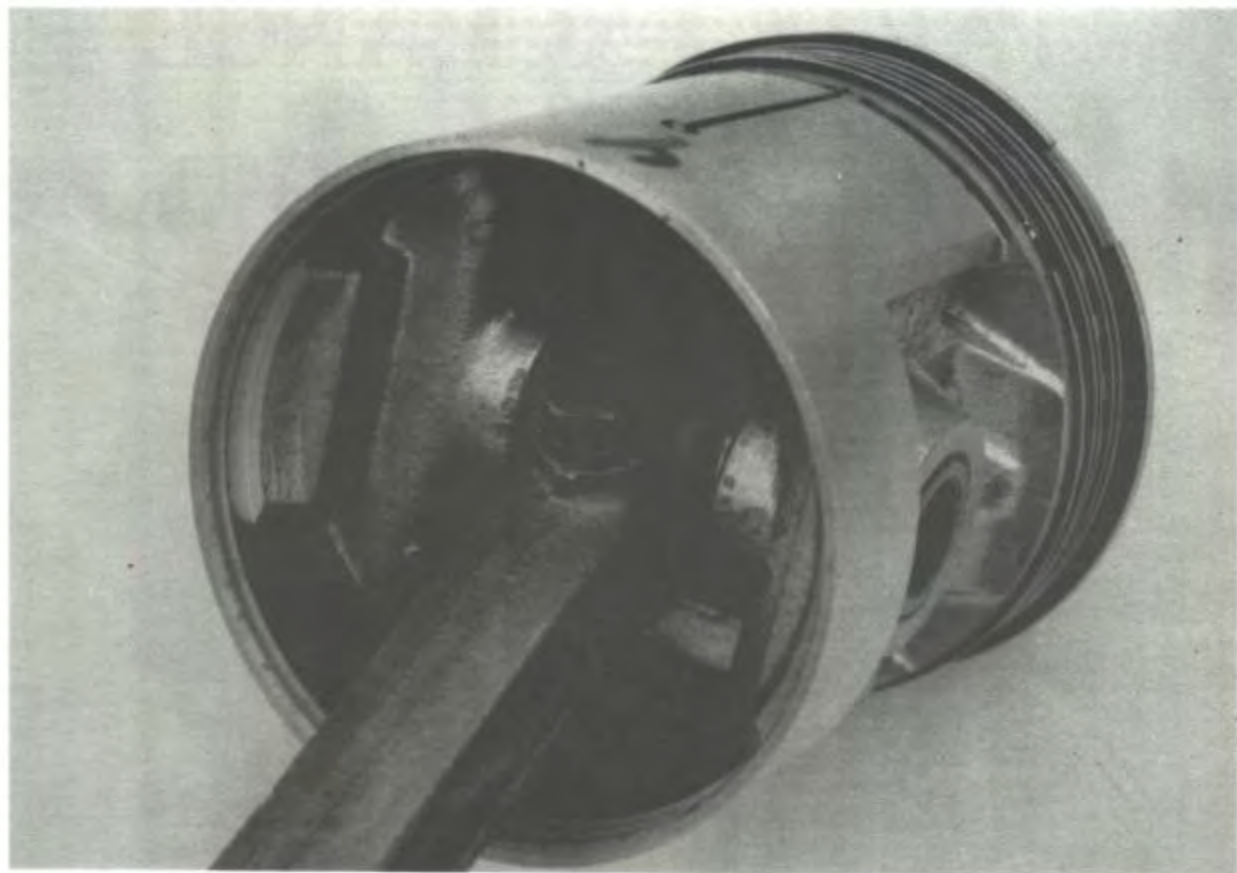
Preparing for piston installation: engine oil; ring compressor; wrenches. (Note this also gives some indication of what author Culp eats.)

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Connecting rod installed in piston.



CARS FOR SALE • WANTED



CARS FOR SALE: Two 1938 Special 4-door sedans, model 41. Both complete; good for parts cars or fix-up. \$2100 for both cars, including truck load of parts. For \$1300 more the following parts are available only with the above cars: two pairs welled fenders, one pair sidemount covers with all brackets, etc. ABE GOLDBLATT (#535). 111 Colony Dr., Hampden, MA 01036. 413/566-5558.

CAR WANTED: 1938 model 61 in good driveable condition. I have to get it home! DARRYL COMSTOCK (#614). 6104 Nelson Place, SW, Albany, OR 97321. 503/926-3670 (No Saturday calls, please.)



PARTS EXCHANGE



PARTS FOR SALE

Some years ago, I began a restoration of a Model 41 Special/938 touring sedan, and I have completed the restoration of the chassis for that car. It is #13342223. The chassis was stripped to the bare frame, all parts sandblasted and repainted with rust inhibiting paint, and reassembled. The following work was done:

- a. Engine professionally rebuilt, with new pistons, rings, bearings and valves ground.
- b. New clutch disc installed.
- c. Transmission rebuilt as necessary.
- d. New differential bearings & seals.
- e. New rear axle seals & bearings.
- f. All four brakes rebuilt.
- g. New shocks, front & rear.
- h. Gas tank cleaned and sealed.
- i. All new front end suspension parts.
- j. New exhaust system.
- k. Five wheels sandblasted and primed, with new tires & tubes.

All parts are reassembled on the chassis, which also includes the steering column and radiator. Engine is complete including starter, generator & distributor (not rebuilt).

Although I have invested substantially more, I want \$2,200.00, firm price, for the above.

I also have the four doors, glass, trunk lid and a few other miscellaneous parts for the Mod. 41 sedan. I do not have the body, although I can probably locate it for an interested party.

I also have the following:

~~4 1938 hubcaps, used but no broken skins \$ 140.00~~

New set runningboard rubber from Lynn Steele for the sedan	150.00
---	--------

X 1 complete set wiring harness for the sedan	200.00
---	--------

1 set cowl only wiring harness for the sedan (Both harnesses from Harnesses, Unlimited)	150.00
--	--------

LOREN L. JOHNSON
Rt. 2, Box 57D
Grand Forks, ND 58201

TELEPHONE 775-0723
AREA CODE 701

FOR SALE: 7 Universal 6.50 x 16 WW tires, blems, in factory wrappers. \$66 each plus shipping. ABE GOLDBLATT (#535). 111 Colony Dr., Hampden, MA 01036. 413/566-5558.

FOR SALE: Two spark plug covers for 40 series, conditions very good & fair-to-poor. \$45 for both. STUART J. REIN (#681). 6113 Ridgeline Dr., Mt. Airy, MD 21771. 301/831-5772.

FOR SALE: '37-'38 Century right side sidemount tread cover w/stainless; face plate w/o stainless. \$200 shipped in continental U.S. MIKE VOSGANIAN (#447). 4626 Santa Lucia Dr., Woodland Hills, CA 91364. 818/887-7167 eves.

FOR SALE: Rumble seat step plates for all 1929-1938. Aluminum castings as original. Cast bracket for bumper mount--also correct. Correct fender mount for later years. BILL DYER(#712). 2028 Sunflower, Norman, OK 73072. 405/360-3482 eves.

For Sale

1 1937 owners manual (repo)	\$5.00	6 rods (12960588) -used	"	10.00
4 wheel kits-1'1/16 rubbers	1937 \$5.00	16 outer valve springs-used	"	.50 ea
1 set pedal pads-new	" 3.00	17 valve guides -used	"	.50 ea
1 set plug wires-old	" 3.00	7 intake/7exhaust valves -used	"	1.00 ea
2 choke cable covers- new	" 4.00	1 timing gear & sprocket- used	"	20.00
1 fuel pump-40 ser. -used	" 5.00	4 pistons/3-20over-1/30 over	"	2.00 ea
1 dimmer switch - new	" 5.00	(excess ship costs returned)		
2 front brake hoses- used	" 3.00	all the engine parts in good condition		
1 upper oil line-15"- used	" 3.00	when taken off the car.		
2 sets chrome valve caps-new	" 1.25	Curt Schlueter #95	all +shipping, 20 %	
1 set chrome wind breezes -new	4.00	18510 Homewood Ave.		
1 pattern for leather shift linkage	" 1.00	Homewood, IL. 60430		
2 pair tie rod ends - es47 - used	" 10.00	312-798-0663		

New reproduction '37-'38 horn rings. I hope to have these available for the BCA National in July--may have some available in June. All new material, solid brass, chrome plated, ready to install. \$100 each. JOE KREPPS ("The Buick Nut"). 2486 Pacer Lane South, Cocoa, Florida 32926. 407/636-8777.

BUICK TORQUE BALL SEAL KITS, include shim gaskets, cork packing, instruction sheet and a tube of silicone. Will fit 1937-38 all series. \$29.95 postpaid. (NJ residents, add 6% sales tax.) Send check or money order with name and address; year and series of car. Please allow 2-3 weeks for delivery.

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PARTS WANTED

WANTED: For '37 model 40-C (4-dr.convert.). Rear door "flippers". Rear seat cushions--these are different from the sedan--or would like to borrow some for a pattern. JACK FRANK (#739). Box 184, 100 S.River St., Maytown, PA 17550. 717/426-3308.

WANTED: For '38 model 41. Rear bumper gravel guard. Temp. sending unit & gage--or will buy whole instrument cluster. JAY KASSAKIAN (#26). RD 5-Box 825, Newton, NJ 07860. 201/383-0814.

WANTED: For 1937 model 46-C. Heater. "Special" nameplate for hood. Timing hole cover. Brake drum access hole covers. Small 2" brake springs that hold secondary shoe against eccentric. Stromberg AA-1 carb & linkage. Vacuum starter switch. Inside door handle escutcheons (part that fits under plastic ring). Jack & spare tire hold-down. Original-type grille guard. Brackets for Sr.Trippe lights. CRAIG ALLEN (#746). P.O.Box 365, Laurel, FL 34275. 813/485-2364.

WANTED: For '37 model 60-C (4-dr. convert.). Mint radio grille. Horn button with unchipped insignia. Chromed folding sash runs for rear doors--these hinged units, with tension springs, attach to the trailing edge of the rear doors--the folding upper channel steadies the rear windows when they are raised or lowered. Need both L & R sides. Can borrow to make patterns. (Found on '37 & '38 40 & 60 series convert. sedans.) JACK SHEPHERD (#138). 103-394 Duncan St., Duncan, B.C. V9L 3W4 CANADA. Day (TU-FR) 604/746-4634. Eve.604/758-5383.

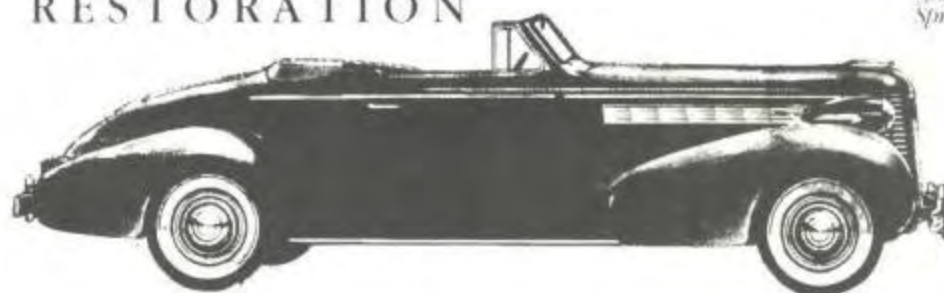
WANTED: For '37 model 41. 1 sun visor (interior) suitable for re-covering. Pair, rear bumper guards. "Special" nameplate for hood louver panel, in very good condition. DON HOLL (#529). 1206 Salisbury Place, Madison, WI 53711. 608/271-2624.

WANTED: For '37 60 series. Original gear shift knob. Flywheel or ring gear with 156 teeth. Working fuel tank sending unit. Jack & handle. Spark plug cover. Hand brake cables. Starter switch rod. STUART J. REIN (#681). 6113 Ridgeline Dr., Mt.Airy, MD 21771. 301/831-5772.

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